

19991011.ba v02_n697.bam.991011 v02_n698.bam.991011

>From ???@??? Mon Oct 11 03:48:19 1999
Message-Id: <199910110614.d9B6E6S03690@sco.theporch.com>
Date: Mon, 11 Oct 1999 01:13:48 CDT
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 2697

BOATANCHORS Digest 2697

Topics covered in this issue include:

- 1) Re: Just 70 Days
by mike sullivan <michaels@kc2kj.k2nesoft.com>
- 2) in re "70 Days"
by "Roberta J. Barmore" <rbarmore@indy.net>
- 3) Re: ARC-5 front connector
by Hue Miller <kargokult@proaxis.com>
- 4) TRADE: BC-312, -314, -342 SHOCK MOUNT
by "David L. Stinson" <arc5@ix.netcom.com>
- 5) Re: ARC-5 front connector
by "David L. Stinson" <arc5@ix.netcom.com>
- 6) Re: ARC-5 front connector
by Hue Miller <kargokult@proaxis.com>
- 7) Free HP cabinet
by "Robert Nickels" <ranickel@mwci.net>
- 8) Re: in re "70 Days"
by Gary Woods <gwoods@albany.net>
- 9) Re: in re "70 Days"
by CEMILTON@aol.com
- 10) RE: R-3/ARR-2X (WAS ARC-5 front connector)
by "ROBERT W. DOWNS" <RWDowns_WA5CAB@compuserve.com>
- 11) RE: ARC-5 Front Connector
by "ROBERT W. DOWNS" <RWDowns_WA5CAB@compuserve.com>
- 12) Re: in re "70 Days"
by "Tom R. Rice" <tomrice@netcom.com>
- 13) Re: in re "70 Days"
by Steve Berg <z931086@corn.cso.niu.edu>
- 14) Free manuals all gone
by "Terry O'Laughlin" <terryo@wort-fm.terracom.net>
- 15) RE: ARC-5 Front Connector
by William Donzelli <aw288@osfn.org>
- 16) Re: South Mountain
by Jderm740@aol.com
- 17) Need Manual for RA0-2
by "BROWN,MIKHAEL (HP-PaloAlto,ex1)" <mikhael_brown@am.exch.hp.com>
- 18) RCA Radiomarine

by "Robert Nickels" <ranickel@mwci.net>
19) Re: South Mountain
by Hue Miller <kargokult@proaxis.com>
20) New Radio-TV museum
by "Robert Nickels" <ranickel@mwci.net>
21) Who needed it?
by "Sandy Blaize" <ebjr@i-55.com>
22) Re: South Mountain
by Hue Miller <kargokult@proaxis.com>
23) The Poet Laureate of Boatanchors
by tom <fclarke@erols.com>
24) Re: Liberty & Victory ship radio
by Hue Miller <kargokult@proaxis.com>
25) Re: RME Question
by Henry van Cleef <vancleef@netcom.com>

Message-ID: <3800FF8A.5EE2@kc2kj.k2nesoft.com>
Date: Sun, 10 Oct 1999 17:05:14 -0400
From: mike sullivan <michaels@kc2kj.k2nesoft.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Just 70 Days
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I was feeling pretty good until Bobbi responded. The hunger got me.
There are now over 6 Billion people here and with the increase of people
the number that appreciate good engineering and operation decreases as a
percentage of the population. The value of high quality handwork
continues to decrease unless its museum quality furniture for the
upperclasses.

Required BA content: Any one need a RBO reciever?

Mike
kc2kj

Date: Sun, 10 Oct 1999 16:34:02 -0500 (EST)
From: "Roberta J. Barmore" <rbarmore@indy.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: in re "70 Days"
Message-ID: <Pine.SUN.4.10.9910101632510.5236-1000000@indy3>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

I have been told that I'm getting old, that I might be crazy, and several other things; the worst was that I made somebody feel bad. I'm sorry. I shouldn't have said anything.

KB9GKX "RJ" rbarmore@indy.net Roberta J. (Bobbi) Barmore
FISTS #3388 * G-QRP #10001 * ARRL * RSGB * WIA
Appreciator Of Vacuum-Tube Ham Gear and Vintage Keys

Message-Id: <3.0.5.32.19991010150124.007e7340@proaxis.com>
Date: Sun, 10 Oct 1999 15:01:24 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Hue Miller <kargokult@proaxis.com>
Subject: Re: ARC-5 front connector
Cc: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

>

Message-ID: <38010C24.1579FB4F@ix.netcom.com>
Date: Sun, 10 Oct 1999 16:59:01 -0500
From: "David L. Stinson" <arc5@ix.netcom.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: TRADE: BC-312, -314, -342 SHOCK MOUNT
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Have a good condition shock mount
for the BC-342, BC-312 or BC-314.

I will trade it for an AN/ARC-5 MT-64 three receiver shock mount
(note: NOT the 3 receiver rack- the shock mount)
in like or better condition and for that shock mount only.
No other offers, please.

Kind Regards,
David Stinson
arc5@ix.netcom.com

Message-ID: <38010ECA.C53815CD@ix.netcom.com>
Date: Sun, 10 Oct 1999 17:10:18 -0500
From: "David L. Stinson" <arc5@ix.netcom.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: ARC-5 front connector
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Re: the RU/ZB in landing craft.

You just use them opposite of what you would do in an aircraft.
The transmitter's on the ship. The landing craft follow
their particular "beam" *away* from the mother ship-
like spokes on a wheel-
and thus go to the right beach.

73 DE Dave AB5S

Message-Id: <3.0.5.32.19991010152352.007e8b90@proaxis.com>
Date: Sun, 10 Oct 1999 15:23:52 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Hue Miller <kargokult@proaxis.com>
Subject: Re: ARC-5 front connector
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

At 03:34 PM 10/10/99 -0500, Lenox Carruth wrote:
>The point is, that you can motor out on sector information just as easily
as you can fly
>in on sector information.

--however, what you need is resolution in 10s of yards - at most! Not miles,
not 100s of yards. These looser resolutions could already be delivered by
LF beacons or Loran. I don't think the antenna systems for the YG YJ et al
could deliver the needed narrow beam width. The YG system was intended for
much
more basic resolution - "where in 360 degrees am I, approximately, from the
signal
source."
The problem wasn't, as i understand it, motoring out right, that was the easy
part. The difficulty was making sure to land on the right part of the right
beach.
Hue

Message-ID: <011a01bf136e\$0ba423e0\$ae0ccfd1@default>
From: "Robert Nickels" <ranickel@mwci.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Free HP cabinet
Date: Sun, 10 Oct 1999 17:18:29 -0500
MIME-Version: 1.0

Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Aluminum cabinet for some kind of HP test instrument. Table-type, front opening 17 3/4" by 10 1/4" and about 14" deep. Removable rear panel. Nice grey paint job, just don't need it. Free for shipping if you can use it, else it'll go with the pop cans next time...

73, Bob W9RAN

From: Gary Woods <gwoods@albany.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: in re "70 Days"
Date: Sun, 10 Oct 1999 19:15:29 -0400
Message-ID: <ixwBOBHkj6SXIwowPJqlhdTn4Nr1@4ax.com>
MIME-Version: 1.0
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

On Sun, 10 Oct 1999 16:34:02 -0500 (EST), you wrote:

> I have been told that I'm getting old, that I might be crazy,

Quite possibly; but I'm not qualified (boy am I not!).

> and several other things; the worst was that I made somebody feel bad.

If somebody feels bad because you told the truth, that's a good thing. Too little truth going on lately, and a lot of if defined variably to suit the teller.

>I'm sorry. I shouldn't have said anything.

You done good. Don't ever not speak because somebody might not like it.

(I only know the smatterings about how to tune big transmitters, but I know my way around various video devices, including the loony ones that record luma and chroma on parallel tracks. Figure the ability to keep them alive should be worth something for a couple of years, which is all I need. Hell, I kept a couple of RCA TCR-100s alive far longer than they (or the company) deserved.

Keep it up.... the biggest sin is silence!

--

Gary Woods O- K2AHC Public keys at www.albany.net/~gwoods, or get 0x1D64A93D via

keyserver

gwoods@albany.net gwoods@wrgrb.com

fingerprint = E2 6F 50 93 7B C7 F3 CA 1F 8B 3C C0 B0 28 68 0B

From: CEMILTON@aol.com

Message-ID: <0.76e2af48.25327ba1@aol.com>

Date: Sun, 10 Oct 1999 19:30:41 EDT

Subject: Re: in re "70 Days"

To: Old Tube Radios <boatanchors@theporch.com>

MIME-Version: 1.0

Content-Type: text/plain; charset="us-ascii"

Content-Transfer-Encoding: 7bit

In a message dated 10/10/1999 5:32:45 PM Eastern Daylight Time,
rbarmore@indy.net writes:

<< I have been told that I'm getting old, that I might be crazy, and
several other things; the worst was that I made somebody feel bad. I'm
sorry. I shouldn't have said anything.
>>

Bobbi,

I,too, am getting older-----definitely getting crazier-----and
sometimes make others feel bad! But without malice aforethought!!!!!!!!!!!!!!
There was a nice book in the late 70's or so entitled " What you are is what
you were-----When".

Your commentary is spot on and your insight is always welcomed. Today's
genre might say, "You go girl".....

Keep it up.

Best 73 de W4MIL

Chuck

K

Date: Sun, 10 Oct 1999 19:45:27 -0400

From: "ROBERT W. DOWNS" <RWDowns_WA5CAB@compuserve.com>

Subject: RE: R-3/ARR-2X (WAS ARC-5 front connector)

To: Old Tube Radios <boatanchors@theporch.com>

Message-ID: <199910101945_MC2-8870-A9CC@compuserve.com>

MIME-Version: 1.0

Content-Transfer-Encoding: quoted-printable
Content-Type: text/plain;
charset=ISO-8859-1
Content-Disposition: inline

Group,

The 14 volt receiver was R-3/ARR-2X or R-3A/ARR-2X. The =
electric tuning control adaptor was C-36/ARR-2AX (14 volt) or =
C-37/ARR-2A (28 volt). The 14 volt dynamotor was =
DY-1/ARR-2X. The control units used with the electric tuning =
adaptors were C-35/ARR-2A (surface mount), or =
C-116/ARR-2A or C-738/ARR-2A (both panel mount). The
Mounts are MT-6/ARR-2X and MT-7/ARR-2. The 28 volt R-4* =
can also be operated in the double or triple mounts from
AN/ARC-5, ARA or SCR-274N.

As a general comment, an "X" or "Y" suffix in the AN system =
always means an input voltage different from the original or
base set.

73,
Robert Downs
WA5CAB
Houston

Date: Sun, 10 Oct 1999 19:45:29 -0400
From: "ROBERT W. DOWNS" <RWDowns_WA5CAB@compuserve.com>
Subject: RE: ARC-5 Front Connector
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <199910101945_MC2-8870-A9CD@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: quoted-printable
Content-Type: text/plain;
charset=ISO-8859-1
Content-Disposition: inline

Group,

I just discovered something else that could be operated from =

the CBY-62036 aux power adaptor sometimes found in the =
CBY-46145 (0.5-1.5 MC) ARA receiver. The CU0-46212, =
46213 and 46214 converters tune 47 to 704 MC with an IF =
centered at 1.0 MC. They were normally supplied with a dry =
battery pack, but one at a time, could be operated off of the =
associated IF receiver.

Has anyone ever actually seen one of these? They had a
single 955 acorn tube as an autodyne detector and were =
intended for Radar Countermeasures (passive).

73,
Robert Downs
WA5CAB
Houston

From: "Tom R. Rice" <tomrice@netcom.com>
Message-Id: <199910102348.QAA03459@netcom3.netcom.com>
Subject: Re: in re "70 Days"
To: Old Tube Radios <boatanchors@theporch.com>
Date: Sun, 10 Oct 1999 16:48:32 -0700 (PDT)
Cc: boatanchors@sco.theporch.com (boatanchors list)
MIME-Version: 1.0
Content-Type: text/plain; charset=US-ASCII
Content-Transfer-Encoding: 7bit

--

PS: My own future is particularly bleak. What I know is how to tune big

<snip, snippity snip>

feel good about it. And folks, I'm learnin', cos I got rent to pay and
this is all I've got.

Welcome to the techie world! I never thought it would
be so when I started out, but the pace of change has
forced me into a succession of careers:

Telephone CO Switchman
Army Radar Fire Control Technician
Telephone Toll Testboardman
Electronic Engineer (ITT)
Hi-Energy Physics Technician (SLAC)
FM Broadcast Engineer
Space Communications Technician (Mars Mariners 7-8)
Geomagnetic/Aeronomy Instrumentation Builder and Operator
Instructor in Motion-Picture Technology (film)
Electronic Production Test Equipment Designer, Builder & Fixer
Coin-Operated Video Games (Atari)
Vacuum Techniques: Thin-film Sputtering Process Development
Computer Network & System Maven/Web Page Design
VLF/ELF/ULF & Meteor Observatory (Holler)

But you can be thankful that you have the basics (math, physics, chemistry, etc.) firmly in place, all of which make it possible to grab on to the new stuff; you can at least keep up. (Was it Alice who made the remark about having to run as fast as you can just to stay in the same place?)

Think of the poor doobies starting out today who have neither the fundamental education nor role models nor incentive nor perceived need for these.....

Your future is not at all bleak! The biggest problem for people like us is the successful marketing of our skills, and it doesn't get easier as you get older.

Now that's the real worry: where's my next niche?

Hang in there.....you got what it takes!

73 de WB6BYH

"Start off every day with a smile and get it over with." --W.C.Fields
Tom R. Rice
tomrice@netcom.com

Message-ID: <380131CB.A6833470@corn.cso.niu.edu>
Date: Sun, 10 Oct 1999 19:39:39 -0500
From: Steve Berg <z931086@corn.cso.niu.edu>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: in re "70 Days"
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I can sympathize with Bobbie. I have switched careers so many times that my resume has been described by one past employer as the most unusual they ever had seen. Still, I am glad that she speaks the truth. I'm something of a troglodyte myself. I compete in rifle matches with an old bolt action rifle. I drive a car that is almost 15 years old, and do what it takes to keep it in top shape. I go touring on a 1976 Italian police motorbike. And, I really appreciate the engineering skill that goes into our old tube type radios. They too, were largely built to a price. Hank has described the elegant design approaches even in such mundane items as the AA5 sets. The National, Hallicrafters, and Clegg gear that I love to mess with have their foibles, but it is readily apparent to the user that someone there in the design team, not to mention the ladies on the line, really cared about their products. It says a lot about even entry level boatanchor ham radio equipment that it can still give its owner happiness after a half century of service. When it acts up, it is far easier to service than the newer surface mounted equipment. It is also worth servicing. I try to avoid products with designed in obsolescence. When I have to buy them, through lack of choice, I do my utmost to get around these flaws. Maybe, I'm getting cranky too, but I hate to trade hard earned money for junk. Fortunately, my HRO-50, HA-1 and NCX-5 are Y2K compliant! I'll enjoy them for years to come.

Keep up the good work Bobbie!

Steve WA9JML

Message-Id: <3.0.5.32.19991010194914.007c6210@wort-fm.terracom.net>
Date: Sun, 10 Oct 1999 19:49:14 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: "Terry O'Laughlin" <terryo@wort-fm.terracom.net>
Subject: Free manuals all gone
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

All of the manuals are gone. So I could respond to all the inquiries but my mailbox was too stuffed, especially for the GR 1650-A.

73 Terry O' WB9GVB

Date: Sun, 10 Oct 1999 21:00:21 -0400 (EDT)
From: William Donzelli <aw288@osfn.org>

To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: ARC-5 Front Connector
Message-ID: <Pine.SUN.3.91-FP.991010205608.17470A@osfn.org>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

> I just discovered something else that could be operated from
> the CBY-62036 aux power adaptor sometimes found in the
> CBY-46145 (0.5-1.5 MC) ARA receiver. The CU0-46212,
> 46213 and 46214 converters tune 47 to 704 MC with an IF
> centered at 1.0 MC. They were normally supplied with a dry
> battery pack, but one at a time, could be operated off of the
> associated IF receiver.

I have never heard of them. Where did you find out about them?

So these things are parasites like the ZBs...

William Donzelli
aw288@osfn.org

From: Jderm740@aol.com
Message-ID: <0.3682aef1.25329a52@aol.com>
Date: Sun, 10 Oct 1999 21:41:38 EDT
Subject: Re: South Mountain
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Content-Transfer-Encoding: 7bit

Hue

The original post by another member stated the equipment was a TBY. My first post was an opinion based on the fact that I could not find any reference to the South Mountain in my Naval History books. But I said I would contact the research the history dept. of the USNI. They replied, and I quoted to the list, that the South Mountain was a Victory Ship commissioned in 1944 and used until 1950. Therefore I'm sure the radio equipment was Naval in nature and of the latest design needed to work with the Naval Escorts attached to the convoy.

Jack

Message-ID: <AE5322A8186ED311A0CF009027403BC401E18650@xpa01.corp.hp.com>
From: "BROWN, MIKHAEL (HP-PaloAlto,ex1)" <mikhael_brown@am.exch.hp.com>
To: Old Tube Radios <boatanchors@theporch.com>

Subject: Need Manual for RAO-2
Date: Sun, 10 Oct 1999 19:44:57 -0600
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"

Need a manual with schematic for an RAO-2 I am restoring. Anyone have a spare or can copy one?

Thanks and 73's

Mike
N6WIG

Message-ID: <022901bf138f\$526eafe0\$ae0ccfd1@default>
From: "Robert Nickels" <ranickel@mwci.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RCA Radiomarine
Date: Sun, 10 Oct 1999 21:20:52 -0500
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Still looking for information on RCA Radiomarine AR-8711 radio direction finding receiver. Mine is missing the external p/s-audio unit, so I'm looking for this module, a complete parts set, or a schematic so I can build my own. Any information will be appreciated!

Thanks and 73,
Bob W9RAN

Message-Id: <3.0.5.32.19991010194126.007df100@proaxis.com>
Date: Sun, 10 Oct 1999 19:41:26 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Hue Miller <kargokult@proaxis.com>
Subject: Re: South Mountain
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

At 09:41 PM 10/10/99 EDT, Jderm740@aol.com wrote:

>Hue

>the South Mountain was a Victory Ship commissioned in 1944 and
>used until 1950. Therefore I'm sure the radio equipment was Naval in nature
>and of the latest design needed to work with the Naval Escorts attached to
>the convoy.

--the equipment on Victory Ships was naval in nature, in that it was seagoing, but the all-in-one consoles installed, of RMCA and Mackay manufacture, were not the equipment installed on warships. I repeat, the majority of these ships had no HF gear. Equipment of the latest design was not essential either, as their requirement was only to be able to operate in the 400 - 500 kc/s IF band; thus many if not most of the receivers in freighters, were regenerative types, and these worked just fine for this use. Nor was the TBY the latest design, with its superregen receiver and modulated VFO. In fact, the TBY proved not very practical in its original projected use, as a pack assault troops radio, but seemed to work fine in this use, as an intra-convoy walkie talkie. Also to repeat, the ship's radios used in peacetime were not to be used under convoy, except in case of distress messages.
Hue

Message-ID: <029701bf1395\$34411ac0\$ae0ccfd1@default>
From: "Robert Nickels" <ranickel@mwci.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: New Radio-TV museum
Date: Sun, 10 Oct 1999 22:03:27 -0500
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

I recently read about a new Radio-Television Museum in Bowie, MD. It was created by the Radio History Society and opened in March. Some info can be found at: <http://www.radiohistory.org>

Looks cool - any reports from visitors?

73, Bob W9RAN

Message-ID: <002901bf1370\$270272c0\$6e66e7d0@sandy-s-pentium>
From: "Sandy Blaize" <ebjr@i-55.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Who needed it?
Date: Sun, 10 Oct 1999 22:36:49 -0000
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Swinging choke for a Heahkit Warrior amplifier. Windows 98

neatly
trashed my e-mail files! It's still available whoever wanted it.

73,
Sandy W5TVW

Message-Id: <3.0.5.32.19991010205527.007b1cd0@proaxis.com>
Date: Sun, 10 Oct 1999 20:55:27 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Hue Miller <kargokult@proaxis.com>
Subject: Re: South Mountain
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Re: convoy employment of TBY walkie talkie:

The TBY external antenna is the COA-66089. The manual is dated 6/43; at least 2148 were produced on this contract, NXss-27168 and NXsr-33385.

The manual only mentions TBY thru TBY-2. An L-shaped bracket apparently had legs that poked into the battery strap holders on the antenna side of the TBY; this L bracket fixed the coax termination from the antenna coax, and transferred it to a short wire, which was screw fixed to the TBY antenna post. The antenna specs say 72.5 mc/s +- 1 Mc/s. While warships had their TBS antennas up as high as they could get them, the TBY antenna kit for general vessels includes a variety of mountings, including deck, bulkhead, and deck rail mounting hardware.
Hue Miller

Message-ID: <38019201.4A64@erols.com>
Date: Mon, 11 Oct 1999 00:30:09 -0700
From: tom <fclarke@erols.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: The Poet Laureate of Boatanchors
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Bobbi said:

Hi, Dick!

It's an ersatz world anymore, full of things that are just almost as good as doing things right, and ever so much cheaper.

My First 'Phone ticket, the only piece of paper I ever had that gave some proof that I know what I know, turned into wallpaper in the early 1980s. Ever since then, I have survived on luck and a few honest references, and Lord help me if I ever irk 'em--I don't *look* like a tech and haven't got the conversational and salespersonship skills to incalcate any confidence in non-technical people.

snip* lots *snip

Pure poetry!! Fellas, we are in the presence of genius! This is the stuff that makes this group great. I not only learn technical stuff about BAs here, but about life in general. Thanks for your patience, Jack!

Tom/W40KW

Message-Id: <3.0.5.32.19991010230758.007eabb0@proaxis.com>
Date: Sun, 10 Oct 1999 23:07:58 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Hue Miller <kargokult@proaxis.com>
Subject: Re: Liberty & Victory ship radio
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

As an amendment to my last post on this subject:

"QST cuises with the Maritime Service - Life aboard a Libery Ship"
QST 7/1944 is basically a recruiting article for radiomen for the service. Many photos, altho they're pretty small. Life aboard a training ship for the merchant service. Radios, all RMCA:

transmitters: ET-8010-CA 200W xtal/vfo 355-500 kc/s; ET-8019-A 200W 2 - 22 Mc/s; also unidentified battery powered emergency set 375-500, this probably the one Fair sold a few years back, the one with the 4 parallel type 10 tubes in power VFO circuit.

receivers: AR-8505 540 - 30,000 kc/s - "a transformerless 7-tube superhet closely resembling the National NC-44"; AR-8503 4 tube regen 15 - 600 kc/s; AR-8600 automatic alarm receiver for 500 kc/s; also unidentified direction finder receiver.

Also, 3 radio operators.

I have an article in an ITT publication that discusses the Mackay "coke machine" all-in-one radio units installed in cargo ships, but cannot locate it at this time. Perhaps the ships that had the "coke machine" installation were the Victory ships.

all the above: standard civilian radio equipment, only a few models of which were ever used on warships, and then infrequently seen; also not state of the art, but viable standard.

Smooth sailing, and may your antenna weather the gales,
Hue Miller

From: Henry van Cleef <vancleef@netcom.com>
Message-Id: <199910110613.XAA11840@netcom4.netcom.com>
Subject: Re: RME Question
To: Old Tube Radios <boatanchors@theporch.com>
Date: Mon, 11 Oct 1999 00:13:27 -0600 (MDT)
Cc: boatanchors@theporch.com
MIME-Version: 1.0
Content-Type: text/plain; charset=US-ASCII
Content-Transfer-Encoding: 7bit

As john discourses

>
> 've got a very nice RME99 with one problem...there's a tube missing , theres
> no nomenclature on the chassis as to what tube goes where (hey, this is
> RME, and they didnt think you needed legends on the front panel either!),
> and the tube lineup doesnt match the copy of the schematic I got either.
> (Other than that, it's perfect!)
>
> The lineup mine has is
> 3-7B7's
> 2-7A4s
> 1-7B8
> 1-7A6
> 1-6V6
> 1-VR160
> 1-80
> and
> 1-7?7
>
> This leaves me shy one tube. The schematic I have shows a lineup completely
> different:
> 2 7A4's
> 1 VR150
> 4 7A7's
> 1 7B5

> 1 7C5
> 1 7F7
> 1 7A6
> and one 80
>

I've copied your entire list, which may seem a bit long, but I think it worth carrying because what you consider a puzzle shouldn't really be one, it seems to me. I'm not familiar with the 99 specifically, but do know several variants of RME-69 and RME-45, and have a feel for how RME went about things.

Per Moore "Communications Receivers," the 99 had a complement of 12 tubes. To put them in functional order:

7A7 Rf preamp. (Pentode similar to 6SK7)
7B8 Mixer (6SA7 in loctal pack)
7A4 Local oscillator (loctal 6J5)
7A7 (3 used) IF amplifiers.
7F7 Det./1st audio (loctal 6SL7)
7A4 Bfo oscillator.
7A6 Avc/noise limiter (loctal 6SQ7).
7C5 Audio Amp (loctal 6V6)
VR-150 (OD3) Regulator
80 Rectifier.

Now, some cursory inspection should show you which tube sockets belong to which stage. On the 45, the RF amp is at the front next to the first capacitor stage, the tube immediately behind and the center cap section are the mixer and its RF input tank, and the rear cap stage is the local oscillator. The 99 uses a separate L0 (the 45 has a 7J7 which has an oscillator triode inside), so the L0 and mixer are probably next to their respective cap sections. The three IF's should be pretty obvious (located next to IF transformers and wired to them). The detector/audio tube is between the last IF and the power amp, and probably has one section wired as a diode (the 69 used a diode detector). The Bfo will be near the last IF or detector, and a can with only one tuning cap in it. The Avc amp is peculiar to the 99; not used in the 69 or 45 designs, but it should be pretty easy to spot the noise limiter diode connections on a socket near the detector. The audio amp is at the end of the chain.

Now, on tube types:

7A7 and 7B7 are both RF pentodes with identical base wiring, and probably are plug-in interchangeable. Differences are that a 7B7 has a 150 ma. heater, and somewhat lower transconductance (1650 vs. 2000), but with that many gain stages, who needs transconductance? The 45 works very well with one less IF stage using 7B7's, and the radio may actually have been built with them originally.

VR-160? There ain't no such animal. As "VR" tubes, the series runs 75/90/105/150, and those are the only gas mixes supplied. Your regulator is an 0D3/VR-150.

6V6 for 7C5. Identical tubes, may have been original or a socket replacement.

80 rectifier. RME used them for ages. If it's like the 45, the 80 is run within an inch of its life, and you'll want to pay some real attention to current draw.

Your missing tube is a 7B7. You won't be able to tell what the original was, if 7B7's have been used to replace 7A7's, but I'd stick with 7B7's because of their lower heater current. Both tubes run with 100 volt screens and 3 volt initial cathode bias, and while the nominal current used by a 7A7 is about 1 ma. higher, most designers would slap either 270 or 300 ohms in the cathode circuit and call it "good." The 45 uses 300 ohms.

In top shape (i.e., completely rebuilt) the 45's are superb performers, and with those loctal tubes, actually have rock solid 10 meter sensitivity and performance. I suspect that the 99 is similar. Use of loctals and a separate L0 for the mixer suggests that it will walk right up to the end of Band 6 and if tracking properly, will make you wonder why they didn't include 6 meters in the set too.

Now, the downside: RME power transformers aren't known for their durability. You may have to round up a substitute. RME's circuits are pretty flexible, and if the original ran with around 300 volts B+, (45 used a 670VCT transformer), you can go down to anywhere between 600 and 650 VCT for the plate winding.

Resistor Rot: Check those IF amp cathode resistors. If they're out of spec (20%) and high, you've probably got a candidate for 100% resistor replacement. Also check that the 7C5 (6V6) cathode resistor hasn't drifted low. That's a real current gobbler in a design that hasn't got extra mils available.

Wax Paper Condensators and molded "postage stamp" caps. Once again, leakage country.

Schematic accuracy. RME may have built a radio that matches the published schematic, but never built a second one. I have yet to see the first. RME was a small short-run house, and any documentation they generated inside on "improvements" between runs never got to the outside. At any rate, ring out the set and develop your own schematic of what you've got.

--

=====

Hank van Cleef

=====

End of BOATANCHORS Digest 2697

>From ???@??? Tue Oct 12 07:57:36 1999
Message-Id: <199910112118.d9BLIQc19077@sco.theporch.com>
Date: Mon, 11 Oct 1999 16:17:40 CDT
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 2698

BOATANCHORS Digest 2698

Topics covered in this issue include:

- 1) Liberty & Victory Ship Radios
by "Richard Brunner" <rbrunner@gis.net>
- 2) RE: Convoy employment of TBY (was South Mountain)
by "ROBERT W. DOWNS" <RWDowns_WA5CAB@compuserve.com>
- 3) Re: in re "70 Days"
by Jim Isbell <mfalcon@pyramid3.net>
- 4) General Radio 535-A
by brian.harris_2@philips.com
- 5) Fw: Teletype Model 33 TU
by "Joseph Spencer" <kk5na@quadj.com>
- 6) 432 anyone?
by brian.harris_2@philips.com
- 7) BA Misc, Literature FS
by don merz <71333.144@compuserve.com>
- 8) Big modulator
by thompson@mindspring.com
- 9) Black Wrinkle paint
by dma@islandnet.com
- 10) Re: Just 70 Days
by "Prof. Arthur I. Larky" <ail0@lehigh.edu>
- 11) Tube Storage Question???
- by Daniel Wright <dw73454@navix.net>
- 12) SX-101 Manual WTB
by Sandy Gerli <angerli@esslink.com>

Message-ID: <000501bf13e5\$e10b0ea0\$5c3229d8@blah>
From: "Richard Brunner" <rbrunner@gis.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Liberty & Victory Ship Radios
Date: Mon, 11 Oct 1999 08:39:15 -0400
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Some commercial radio equipment was purchased by the military! I just acquired what looks like an ET-8019-A with these name plates:

Signal Corps U.S. Army
Radio Transmitter Set AN/SRT-4A
s/n 36 Order No. 3367-PH-52

Transmitter T-397/SRT-4A

At first I thought that this equipment is coming off the ships now, (last chance!) but from the pattern of accumulated grime I think it has been in storage somewhere. This is the equipment that I would have used if I went to sea like I wanted to instead of starting college.

I have never seen commercial stuff on military ships - where do you suppose it was used?

Richard Brunner, AA1P, rbrunner@gis.net

Date: Mon, 11 Oct 1999 10:33:53 -0400
From: "ROBERT W. DOWNS" <RWDDowns_WA5CAB@compuserve.com>
Subject: RE: Convoy employment of TBY (was South Mountain)
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <199910111034_MC2-887B-F667@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: quoted-printable
Content-Type: text/plain;
 charset=ISO-8859-1
Content-Disposition: inline

Hue and group,

I have one of those brackets (came off of a TBY-2).
Always thought that it was home brew. It has an =

SO-239 (UHF female chassis) connector mounted =

on it and a short insulated lead going to where the =
whip antenna used to attach.

73,
Robert Downs
WA5CAB
Houston

Message-Id: <3.0.5.32.19991011093053.00807ec0@pyramid3.net>
Date: Mon, 11 Oct 1999 09:30:53 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: Jim Isbell <mfalcon@pyramid3.net>
Subject: Re: in re "70 Days"
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

At 04:48 PM 10/10/99 -0700, you wrote:
>feel good about it. And folks, I'm learnin', cos I got rent to pay and
>this is all I've got.
>

When I started out everything was tubes. Then came transistors and
Novistors, many went by the way side because they couldn't adapt, then came
integrated circuits and again more fell off the road. Then the change from
hardware to software and a bunch more and other dinosaurs died. Its
evolution, its for the better and dinosaurs die or adapt (see: Birds).
Personally I would think it a real boon if a commercial ship was so simple
to operate that it took only 24 hours training and two crew (one to make
the coffee). Such a simple operation would be prone to fewer screw ups
(see: Exxon Valdease). Life goes on, things get better and only
masochists lament the passage of hard times.
Cheers,

Jim Isbell

From: brian.harris_2@philips.com
To: Old Tube Radios <boatanchors@theporch.com>
Subject: General Radio 535-A
Message-ID: <00569100020305050000002L152*@MHS>
Date: Mon, 11 Oct 1999 10:55:02 -0500
MIME-Version: 1.0
Content-Type: text/plain; charset=iso-8859-1; name="MEMO 10/11/99 10:55:39"
Content-Transfer-Encoding: quoted-printable
Content-Disposition: inline

Wanted: Schematic and or parts list for a General Radio 535-A Frequency Meter/Monitor. Why? I intend to use the case, front panel, knob and= BEAUTIFUL ganged variable capacitor (that's all I have of it) to make = a VFO for my RCA BTA-1R1 broadcast=20 transmitter. Thanks in advance. =20

Brian Harris WA5UEK 'The Cosmophone Collector'

Semiconductors by Day, Vacuum Tubes by Night=

Message-ID: <003101bf1401\$6e66d8e0\$0902060a@tcjcjs>
From: "Joseph Spencer" <kk5na@quadj.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Fw: Teletype Model 33 TU
Date: Mon, 11 Oct 1999 10:58:16 -0500
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Hi Gang,

Karl asked me to forward this to the list.

----- Original Message -----
From: <WA2KBZ@aol.com>
To: <kk5na@quadj.com>
Sent: Monday, October 11, 1999 4:44 AM
Subject: Re: Teletype Model 33 TU

> i have one for rtty. it is a come and get in NW sub's of Chicago. 32ASR on
> stand, with telex dial, a roll of tape and one of paper. 110 VAC. Works
> (worked last time I fooled with it).
> 73
> Karl
>

From: brian.harris_2@philips.com
To: Old Tube Radios <boatanchors@theporch.com>
Subject: 432 anyone?
Message-ID: <00569100020309840000002L142*@MHS>
Date: Mon, 11 Oct 1999 11:21:45 -0500
MIME-Version: 1.0
Content-Type: text/plain; charset=iso-8859-1; name="MEMO 10/11/99 11:22:23"

Content-Transfer-Encoding: quoted-printable
Content-Disposition: inline

For Sale:

Wannabe 432-450 transmitter. This thing was part of a 4 GHz microwave =
unit. It is a single chassis with the following tube lineup 5670, 567=
0, 5591, 6939, 6939 and a power output (unknown type) in tunable cavity=
with female BNC output connector. It=20
takes an 18 MHz crystal for 432 (24X) and comes w/one for 19.5833 MHz i=
n heated can. \$25 w/tubes, \$5 w/out tubes plus shipping from 75080.=

Brian Harris WA5UEK =

Date: Mon, 11 Oct 1999 12:54:40 -0400
From: don merz <71333.144@compuserve.com>
Subject: BA Misc, Literature FS
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <199910111257_MC2-8875-3433@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: 7bit
Content-Type: text/plain;
charset=us-ascii
Content-Disposition: inline

BA Literature & Miscellany For Sale

CONTACT: Don Merz, N3RHT, 47 Hazel Drive, Mt. Lebanon, PA 15228
71333.144@compuserve.com

BA MISCELLANY

Military TS-383B/GG Distortion Analyzer test set. This is a military-tagged
version of Teletype test set DXD-200AA/DTS. This unit can both generate
and measure a distorted teletype test message. It is all mechanical of
course. The test signal is generated through a series of code wheels
and make/break contacts. The test signal display device is a 10" diameter
rotating metal disk that has a neon lamp affixed to it. The dial face
surrounding the disk is calibrated and the "position" of the neon lamp's
glow is read from the dial face as the disk spins indicating the type and
amount of distortion present. Very cool. I have seen some of these with
loop supplies built in and other test options included. But this one is
just a plain 5-level DXD. It is geared for 60-speed I believe but
you could change this if you need to and have the gears. Untested but
spins normally when turned by hand. Has some pitting on left hand metal
switch plate and a few scrapes on top. It is also very dirty. As-is. With

manual copy. Military order number 3020-PH-52. \$75
Hickok 533 Mutual Conductance Tube Tester. One of the better Hickoks in the larger black tolex-style case. The black covering has some dings but inside the tester is in excellent condition. With manual copies and supplemental tubes charts for the 533A model which is identical as far as I can tell. Working. With socket savers installed on 7 and 9 pin miniature sockets. \$70

LITERATURE

Radio Materiel Guide by Francis Almstead and F.R.L. Tuthill, 1943. This is one of those well-meaning training books written during the war to educate common folks about radio. Mostly basic, bounces between theory and practice, just one long overview. Excellent hardback. \$6 PPD
101 Ways To Use Your Ham Test Equipment by Robert Middleton, Sams, 1961. Paperback with worn covers and spine. \$6 PPD
Men and Volts, The Story of General Electric by John Hammond (is this guy related to the Hammond museum?), 1941. The "authorized biography" of GE. Mostly covers the electric light but has many other sections including one on "Radio and X-Rays." Excellent hardback, easy and fun reading. \$20 PPD
Teletype Bulletin 241B "Tape Reader General Description, Theory of Operation, Adjustments, Lubrication and Installation." I do not recognize this unit. This manual is for a high-speed tape reader capable of up to 600 wpm or 3600 opm. The manual says it can read 5,6,7 or 8-level tapes, either chadless or fully perforated. Got one of these? Here's your manual. \$11 PPD
National station log. Older log with woodgrain cover and red and black NC diamond logo. Unused except that the "LOG of Station" blank that shows through the front cover has been filled in with W3NRM in red pen. Otherwise good. \$4 PPD
Military manual photocopy for SCR-194/195 walkie-talkie. Photos did not copy well. \$4 PPD
W0URQ Clifford Johnson "Six Band Mobile Transmitter" original manual. Looks like a basement manufacturer manual. Dated 1954. Cute little rig covered 80-6 meters with 5763 final. A labor of love for sure. Clifford lived in St. Paul, MN and his photo is in the manual. Includes schematics and parts layout diagrams. Like new in original mailer. \$7 PPD
Military TB SIG 330 manual for microphone M-52/U. \$2 PPD
CDE CDR TR-44 Ham Rotor Service Manual with CDE CDR sales brochure. \$6 PPD
Teletype BRPE-11 Technical Manual. No binder. \$5 PPD
Teletype Inktronic Terminal Sales Borchure. Slight tear in bottom edge. A bit scruffy. \$3 PPD
Teletype Model 14 Type Bar Tape Printer Adjustments Manual photocopy. Bulletin 127 dated 1936. Old but usable copy. \$5 PPD
Kirk 5075 Broad Band Balun manual. \$2 PPD
KLM Summer 1979 catalog. \$2 PPD
CDE Catalog, full color, dated 12/78. \$3 PPD

Moseley 1990 catalog. \$3 PPD
IAC Double Bazooka Antenna brochure. \$2 PPD
Daiwa CN-620.720 SWR Meter manual. \$3 PPD
Hy-Gain 18AVT Vertical Antenna Manual. \$4 PPD
Sams 1523 dated 11/75 covers RCA, Sharp, Curtis-Mathes and
JCPenny TVs. \$4 PPD
Hy-Gain 12-AVS Vertical Antenna manual. \$4 PPD
Millen GDO #90651-A and 90652 Solid State Dipper sales brochure. \$2 PPD
Zenith 1948-49 27, 28 & 29 Tube TV Receivers Service Manual. These sets used
10" or 12" round picture tubes. Excellent manual. \$11 PPD
Military FM 10-524 Rigging Communication Shelters and Power Unit For
Airdrop. Shows the R-392/T-195 rig in the shelter being packed for
parachute delivery along with all peripheral components, camouflage
nets, etc. Really neat. \$10 PPD
Heathkit SA-2040 Antenna Tuner partial manual copy. \$4 PPD
Heathkit HD-1416 Code Oscillator original manual. \$5 PPD

BA-RELATED.... NOT!

Hafler DH-110 Preamplifier manual photocopy. \$3 PPD
U-Boat, The Secret Menace by David Mason, Ballantines Illustrated History
of WWII, 1968. Paperback. \$3 PPD
The Making of King Kong by Orville Goldner and George Turner, 1975,
Hardback with dust jacket. Excellent. 250+ pages. \$8 PPD
Henry's Lady by Ray Miller, An Illustrated History of The Model A Ford,
9th printing, 1982. Large format hardback with dust jacket. Exc. \$9 PPD
Hitler's Army by Omer Bartov, 1991. Excellent hardback with dust jacket.
Academic study of the psychological makeup of the Wehrmacht with an
emphasis on how the horrible conditions and unbelievable carnage of the
Eastern front shaped the psyche of the average foot soldier of the
Reich. Heavy, horrifying reading. \$8 PPD
Hit & Run, The Jimi Hendrix Story, by Jerry Hopkins, 1983. Good
oversize paperback with lots of photos. Hey, I didn't know Jimi was a
paratrooper! \$7 PPD
Bernstein's Popular Treatise on Natural Science, undated but must be late
1800's. Obviously targeted at farmers, this is mostly about food,
nutrition and the weather! \$5 PPD

CONTACT: Don Merz, N3RHT, 47 Hazel Drive, Mt. Lebanon, PA 15228
71333.144@compuserve.com

From: thompson@mindspring.com
Message-ID: <002301bf140c\$408b5760\$e69f56d1@default>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Big modulator
Date: Mon, 11 Oct 1999 13:15:37 -0400

I was cleaning out files and came across the article on the big modulator in the October 1947 CQ. I was considering using parts of the design for the homebrew rig I was considering with a 4-1000. The neat thing about this modulator is that its complete with a speech amplifier incorporated so there is no need to get or build a driver with a high level modulator. (I was going to use the 310B collins). The modulator finals are push pull 805's which with an upgrade of the power supply would be replaced with a pair of 810's. I could use the circuit as it stands if I went with a 4-400 amp to replace the one I built as my first big rig.

The homebrew rigs of the late 40's and 50's usually were built with top notch parts. Most builders considered the KW-1 wimpy (until Collins improved it) and the Globe King's sub-standard.

With my vision problems I have to forgo building such a rig. If anyone knows of a 300W to 1KW rig complete with driver and modulator I would be interested in hearing about it. I am sure there are old rigs sitting around that need a good home (I can restore not build).

73 Dave K4JRB

Message-Id: <Version.32.19991011093722.0108b690@mail.islandnet.com>
Date: Mon, 11 Oct 1999 11:43:23 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: dma@islandnet.com
Subject: Black Wrinkle paint
Mime-Version: 1.0
Content-Type: multipart/mixed; boundary="====_939692603==_"

--====_939692603==_
Content-Type: text/plain; charset="us-ascii"

Hi gang ...

A friend wants to refinish a black wrinkle panel. The original paint job is too far gone to salvage. I dug thru my e-mail archives and found some stuff about where to buy BW spray cans, so I don't need that info.

But my failing memory seems to recall someone talking about how to make your own BW by adding something to conventional black enamel.

Can anyone advise?

Jan Skirrow, VE7DJX

--====_939692603==_

Content-Type: text/plain; charset="us-ascii"
Content-Disposition: attachment; filename="Re Wrinkle paint.txt"

Date: Sat, 23 Mar 1996 06:53:54 -0600 (CST)
Reply-To: slkst29+@pitt.edu
Originator: boatanchors@theporch.com
Sender: boatanchors@theporch.com
From: Sandra L Knepper <slkst29+@pitt.edu>
To: Multiple recipients of list <boatanchors@theporch.com>
Subject: Re: Wrinkle paint
X-Comment: Amateur Radio Equipment Using Vacuum Tubes

According to a representative at Seymour of Sycamore, Inc. the major supplier of spray paint, they were discontinuing their black wrinkle line. I have since received a brochure from the company and their Hot Rod Black which was a wrinkle is not listed. This had something to do with the lack of demand for wrinkle paint.

My point is that for sometime now I have been recommending to those who ask for wrinkle paint to go to a Harley-Davidson Motorcycle Shop in your area since they carry the black wrinkle spray; however, I am not wondering if because of EPA regulations etc. we may find that this paint will be be unavailable. You may want to buy an extra can or two. I believe that this paint was packaged in Arizona. I just bet that the source of all if not most wrinkle spray paint is Seymours or should I say was.

If someone knows more about this matter, please post.

By the way, wrinkle paint can be mixed in your shop using a high speed dryer, black paint, and tung-oil. If anyone knows more on this subject, I would really like to know since I see this product disappearing from the market. It would nice to be able to buy it in bulk and spray it yourself especially for KW-1 cabinets. Yes, I need one sprayed.

Dave, W3BJZ
Publisher of the monthly Collins Journal

Date: Sun, 24 Mar 1996 11:26:04 -0600 (CST)
Reply-To: arc5@ix.netcom.com
Originator: boatanchors@theporch.com
Sender: boatanchors@theporch.com
From: arc5@ix.netcom.com (David Stinson)
To: Multiple recipients of list <boatanchors@theporch.com>
Subject: Touching-up Black Wrinkle: This Worked
X-Comment: Amateur Radio Equipment Using Vacuum Tubes

I was filling the holes in the black wrinkle paint on my

R-13 the other day and found something that worked.
I wonder if some of you would try it and let me know
if it works for you or if you can make improvements.

Try it on a junker first. I was afraid the heat would
blister-off the good paint. Turns out that "good"
paint will stay on in the heat and only "rotten" paint
blisters off. At least, that's what happened for me.
Maybe I was just lucky this day or something.

I don't recommend trying this on holes next to
stamped-on markings, which may discolor with
the heat, or near anything else that melts. It sure
did make my R-13 look new, though.

****WARNING*****RED ALERT*****
It's possible to start a small fire doing this.
Be prepared accordingly!

I have the "Plasti-coat" (sp?) wrinkle paint and
grey spray primer from Cheif Auto Parts.
I've long since given-up on spraying for touch-ups,
so I drained some of this paint into a container
and use a couple of small paint brushes.
You'll also need alcohol, swabs, a big heatlamp,
a clamp to hold the work, polish and patience.

1. Clean all the loose paint away from the "hole."
2. Swab the area down with alcohol and allow to dry.
3. Paint the touch-up area and the surrounding
quarter-inch with the primer.
4. Clamp the work in a holder since it gets very hot.
5. Hold the piece under the heatlamp,
moving constantly, until the primer is dry.
6. Immediately brush on a moderate
(not thick!) coat of wrinkle paint.
7. Hold the piece under the heatlamp,
moving constantly, until it's "smokin'!"
8. Immediately lay on a thick coat of wrinkle paint
and return the piece to the heatlamp. This is the

tricky part, since the amount of paint you use sets the size of the wrinkle.

9. Keep the piece moving so you get even heat everywhere. It will start to wrinkle unevenly, but keep the heat on it. It takes some practice to get this right. With patience, you will see a nice, even wrinkle.
10. Set the piece aside to cool and don't touch the wrinkle for several hours. It's very fragile right now. Don't worry that the patch is "brighter" than the old paint. You're going to fix that.
11. If you're satisfied with the texture of wrinkle, coat the piece with a good silicone polish like Scott's Liquid Gold or Armor-All. Some people prefer WD-40, though I've never tried it. This step will make all the paint match and look like new. Alternately, you can paint the entire piece with a modest coat of semi-gloss black. Otherwise, get out the paint remover and give'er another go.

I'd sure like to hear from those brave and intrepid souls who give this a try.

73 DE Dave Stinson AB5S/7
arc5@ix.netcom.com

Date: Thu, 16 May 1996 10:31:22 -0500 (CDT)
Reply-To: 102452.362@CompuServe.COM
Originator: boatanchors@theporch.com
Sender: boatanchors@theporch.com
From: Andy Howard WA4KCY <102452.362@CompuServe.COM>
To: Multiple recipients of list <boatanchors@theporch.com>
Subject: Re: Black Wrinkle Paint Question
X-Comment: Amateur Radio Equipment Using Vacuum Tubes

>Hi Gang,

>I picked up a can of Zinolyte Black Wrinkle spray paint from
t>he local hardware store. The directions for use make no mention
>of surface preparation. I'm wondering if spraying on a coat of
>primer would result in a better over-all job, or if it is better
>=not= to use primer on a wrinkle type paint? Anybody have experience
>with this that could help?
>I do plan to strip the metal cabinet down to bare metal before re-finishing.

>Thanks!
>Chip Owens, NW00
owens@stout.atd.ucar.edu

RE: Using wrinkle finish paint.

Chip,

Through the years I have used wrinkle finish on all the panels of my homebrew transmitters. I have never used any primer at all. Just paint the wrinkle on the bare metal following the directions on the can. Paint with strokes in one direction and wait a few minutes and finish the application with strokes in the opposite direction. I have found that once the paint is applied putting it out in the hot sun really makes it work. You can see the wrinkling "crawl" across the painted piece.

Good Luck!

Andy Howard, WA4KCY

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<><
Collector, Restorer, Builder

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"Is this material Universe a mere aggregate of fortuitous combinations of matter, or is it the result and work of intelligence, acting upon a plan?"

AMI #9

Date: Thu, 19 Nov 1998 22:41:04 -0600
From: lurch <lurch@theramp.net>
Reply-To: lurch@theramp.net
X-Mailer: Mozilla 3.04 (Win95; U)
To: Old Tube Radios <boatanchors@theporch.com>
CC: collins@listserv.tempe.gov
Subject: Re: St. James Gray Refinishing

Sender: owner-boatanchors@theporch.com
X-Loop: Island Net PEP Version 2.014

I've had good luck with xylene-reduced polyurethanes duplicating the "sandpaper" finish...did it 40 hours a week for 6 years refurbishing blood-cell separators [Lenmar brand in this case, but good luck trying to find someone who'll sell it to you if you're not a professional due to the toluene diisocyanate catalyst and nasty pigment and besides most commonly-available primers cause it to never cure completely and a month later you can still peel it off with your fingers but it looked GOOD--Sherwin-Williams Polane-T is pretty close in how it handles going through a spray gun and it's intended to be used primerless if I remember right]. I sprayed many very light coats [like, 5-10 coats before it hid the differences in color between the red spot putty and grey primer--these things are the size of a washing machine and if I could shoot 2 a day I felt I was doing good] thinned quite a bit with a lot of air, about 25 psi to a Binks Mach 1 HVLP gun, back off the workpiece about 2 feet so it gets vestiges of what a body-and-fender man would call "velvet". The trick is to use an extremely fast-drying reducer, xylene, toluene or MEK so the paint's starting to dry as it hits the workpiece. With the polyurethanes you have to do that anyway else it beads up like water on a fresh-waxed car. By varying the air pressure and the paint volume you can "walk" the coarseness of the "sandpaper" finish to whatever "grit" you want up to where it starts to bead up which is around the "36 grit" point. The other technique they don't tell you in books is with these polyurethane paints due to their high surface tension, you have to actually watch about a foot and a half behind the spray pattern to see how it's really laying down. There was an article in ER some years back on the restoration of a KW-1 wherein the author tracked down a guy long since retired who had worked in the paint room at Collins for many years and described the technique in some detail and it sounded a lot like what we used to do--I highly recommend reading that article in ER for anyone who wants to try this--what I wrote just now is an abbreviated description. [Butch, how do you do it? Bet a buck the way we did it where I worked is one of those "fait accompli" that's all wrong but somehow worked out...and so it goes--more on that concept in a moment].

As to wrinkle finish, I've had excellent results with the PJ1 Fast Black Wrinkle available from SOME harley shops [this is NOT a Harley-Davidson branded product] on both bikes and ww2-era black wrinkle finishes [BC221's et al], but this paint [available only in black so it's moot for Collins anyway] is VERY sensitive to coating depth and cure temp--I bake it over a propane job-site heater that reaches temp's a household oven won't unless it's a self-cleaning electric [800+ degrees for the clean cycle and then the adjustability isn't there, a self-cleaner has one self-clean temp it locks in at] but it has taken me some years to perfect the technique...and the shelf life of that paint is short. [If

Harley-Davidson has their own brand of wrinkle paint I hope it's better than their gloss 'cuz their gloss paint...er, "pulls vacuum" if you can't bake it at at least 500 degrees and pre-heat the workpiece and even then it...er, "causes severe gluteal discomfort" to work with]. Perhaps a commercial pizza oven which runs around 650 degrees would have some merit here...

By accident, the swingarm on my Harley is an exact [I mean EXACT] duplicate of the finish on my 51J3. I shot it at ambient temp [70 degrees, sunny, dry, low humidity] with a coat of plain ol' non-wrinkle rustoleum over Krylon brand primer and set it to dry between 2 little 1500-W space heaters--the little ones about half the size of a 516F2 that you buy at the discount store for \$20...after 45 minutes between the two of those at 18" spacing [total 36" between the two heaters] the workpiece was just a little too hot to handle without gloves--I hit it with another coat of Rustoleum and it wrinkled up with a real superfine wrinkle texture--the finish is an exact, I mean EXACT, match to my 51J3 and extremely consistent in wrinkle size etc. And that time I was trying to match a glass-smooth powder-coat frame. Go figure.

One thing I have learned, is the wrinkle paints available today are EXTREMELY touchy as to coating-thickness-vs-wrinkle-coarseness-vs-bake-parameters. With all the fins and slots, variations in wrinkle coarseness are not noticable on bike cylinders like they are on flat panels.

I have yet to play with Eastwood's [www.eastwoodco.com] line of hammertone paints, which is a 3rd finish different from either wrinkle or "sandpaper", but if I ever do I'll report the results here. 73 de ka9egw.

--=====939692603==_
Content-Type: text/plain; charset="us-ascii"

Duncan, British Columbia, Canada
-----939692603==_--

Message-ID: <3801F8AF.1A66@lehigh.edu>
Date: Mon, 11 Oct 1999 14:48:15 +0000
From: "Prof. Arthur I. Larky" <ail0@lehigh.edu>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Just 70 Days
Content-Type: text/plain; charset=us-ascii

Content-Transfer-Encoding: 7bit

Dick Dillman wrote:

> But the next time you're on a cruise and you look up toward the bridge and
> you think about the people there who will hold your life in their hands in
> an emergency, remember: 70 days.

I took a Norwegian cruise on one of the coastal steamers a couple of years ago. Very interesting - 20 stops north of the Artic Circle. The last day we were invited up to the bridge. I have a picture which I took of a mop wedged up against the ceiling (or whatever they call it on ships); the bottom was holding down a large red button on the main control panel. I wonder what safety mechanism that was by-passing?
Art K3HBA

Message-Id: <3.0.6.16.19991011155454.2baf03d4@mail.navix.net>
Date: Mon, 11 Oct 1999 15:54:54 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: Daniel Wright <dw73454@navix.net>
Subject: Tube Storage Question???
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Greetings!

Gee, it's been a long time since I posted here....(8-/
Anyhoo...I'm having my shack remodeled and I have had to find a place for all the jun'...errr...stuff <yeah>. I have quite a few tubes stored in boxes, tube caddys, and a nice heavy metal cabinet. The only area available to put it all is in my garage. The garage is quasi-heated. It does not freeze in the winter, but it does get quite warm in there in the summer. Is this OK? Will it hurt the tubes? I would like to leave the tubes out there year-round and only bring what I need into the shack at any one time. Will these temperature variations be hard on "stored" tubes?

Thanks a bunch....take care all es

73 de Dan -- WA0JRD ..

Message-ID: <380253CD.3818E751@esslink.com>
Date: Mon, 11 Oct 1999 17:17:01 -0400

From: Sandy Gerli <angerli@esslink.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: SX-101 Manual WTB
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Hi,

Looking for an original SX-101 Mk. III manual. Have a photocopy, but it ain't the real thing! Just missed one on you-know-where...

Hope someone can help!

73,

--

Sandy Gerli, AC1Y
500 Country Club Road
Avon, CT 06001-2406
(860) 675-5566
E-Mail: angerli@esslink.com

Life Member: ARRL, QCWA
Collins Collectors Association
Hallicrafters Collectors Association

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End of BOATANCHORS Digest 2698
